

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1807-01
Bill No.: HB 770
Subject: Aircraft & Airports; Transportation; MoDOT
Type: Original
Date: February 28, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
General Revenue	\$0	(\$2,000,000)	\$0
Mo.-STL Airport Authority Noise Buyout Fund	\$0	\$2,000,000	\$0
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials with the **Department of Transportation (MoDOT)** assume the proposal will require the completion of an annual airport noise study to determine the contour surrounding the airport affected by noise in excess of 65 decibels. The study must be reported to the General Assembly.

This legislation specifies that MoDOT is required to perform an annual study beginning with the date of completion of any new runway. However, no end date to the study is provided. The annual study is due one year from the date of completion of the new runway.

Since no specific time frame is provided, MoDOT's estimate is a range from unknown to \$1,078,351 for the first year. The bottom range (unknown) represents a study for an unknown number of days while utilizing consultants (unknown hourly consultant fee price) for the labor, but MoDOT purchasing the equipment since it will be required annually.

The high end of the range represents the assumption that MoDOT will be required to perform the study on a continuous basis, i.e. 24 hours a day - 7 days a week - 365 days a year. Since the monitoring will be required over the entire airport, monitors will be placed on towers around the airport. However, MoDOT will also require staff to maintain the monitors and gather the required data. Two acoustical engineers will be needed during each of the 3 eight hour shifts. A total of 4 two-person teams (8 FTE) will be needed (so that each team is also provided time off).

MoDOT estimates initial equipment (including monitors, towers, computers to perform the analysis, a truck to transport equipment and provide transportation between towers, and other electrical equipment and supplies) at \$300,000. Specific costs cannot be determined for the price to build the towers or the exact number of monitors that will be needed. A specific computer program will be required that costs \$50,000.

The required annual report to the general assemble is estimated by MoDOT to cost \$125,000. This includes an estimated 250 copies per year at an estimated cost of \$500 per copy. The \$500 estimate was used to cover the volume of information that may be required to be included in the report, as well as, special graphics and binding costs.

Since no specific funding source is established to cover MoDOT's expenses, we assume General Revenue will be used since the monitoring deals with an airport.

Officials with the **Lambert–Saint Louis International Airport (Airport)** indicate that the new runway is expected to be operational in 2005. As such, **Oversight** assumes the cost of the study will not be realized within the time frame of this fiscal note. Oversight assumes that the legislation does not require a full-time study, and assumes that consultants may be employed at a

ASSUMPTION (continued)

cost in line with MoDOT's response to similar legislation from the previous session, an estimate of \$100,000 annually. This is a long-term fiscal impact of this legislation.

The Airport also notes that the properties within the affected areas are estimated at a value of \$40-50 million. Current plans include the purchase of 5,500 homes before the completion of the new runway. Also, the Airport indicates that the Missouri-Saint Louis Airport Authority does not have \$2 million in funds to transfer to the Missouri-St. Louis Metropolitan Airport Authority Noise Buyout Fund. As such, **Oversight** assumes the funds will be appropriated from General Revenue.

Officials with both **MoDOT** and the **Airport** indicated that this proposal duplicates existing programs to study airport noise and sound-proof or buyout affected housing.

Officials with the **City of Saint Louis** and the **Office of the State Treasurer** assume no fiscal impact as a result of the proposal.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
GENERAL REVENUE			
<u>Costs</u>			
Transfer to Mo.-STL Metro Airport Authority Noise Buyout Fund	<u>\$0</u>	<u>(\$2,000,000)</u>	<u>\$0</u>
MO.-STL METRO AIRPORT AUTHORITY NOISE BUYOUT FUND			
<u>Revenues</u>			
Transfer from General Revenue	<u>\$0</u>	<u>\$2,000,000</u>	<u>\$0</u>
 <u>FISCAL IMPACT - Local Government</u>			
	FY 2002 (10 Mo.)	FY 2003	FY 2004
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
 <u>FISCAL IMPACT - Small Business</u>			

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

This bill requires the Missouri Department of Transportation to conduct an annual noise footprint monitoring study of Lambert–St. Louis International Airport. The monitoring study will be conducted in addition to any airport noise study under Section 305.580, RSMo.

The noise footprint study will begin on the completion date of any portion of an expansion project which adds additional runways to Lambert–St. Louis International Airport. The completion date of the study will be the first day that any new runway is used for regular commercial or cargo flight. The study will be used to determine all areas surrounding Lambert–St. Louis International Airport that are subject to a noise level of 65 ldn, as defined in Section 67.1200.

The first annual report of the study is due to the General Assembly on or before one year after the completion date of any additional runway. Subsequent reports are required to use the same due date. The bill specifies the contents of the report.

The bill also establishes in the state treasury the Missouri–St. Louis Metropolitan Airport Authority Noise Buyout Fund. The fund will consist of at least \$2 million which will be financed by the airport authority out of existing funds on or before July 1, 2001, and other moneys appropriated by the General Assembly. Moneys in the fund will be used for the purpose of buying buildings which are inside the noise radius of 65 ldn or louder. Moneys in the fund will be kept separate from other funds in the state treasury and will not revert to the credit of general revenue at the end of the biennium.

The bill contains provisions concerning regulations and the dispersal of moneys in the fund, the development of forms, and the application process.

This legislation is not federally mandated and would not require rental space.

SOURCES OF INFORMATION

Department of Transportation
Office of the State Treasurer
City of Saint Louis
Lambert–Saint Louis International Airport



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Director

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